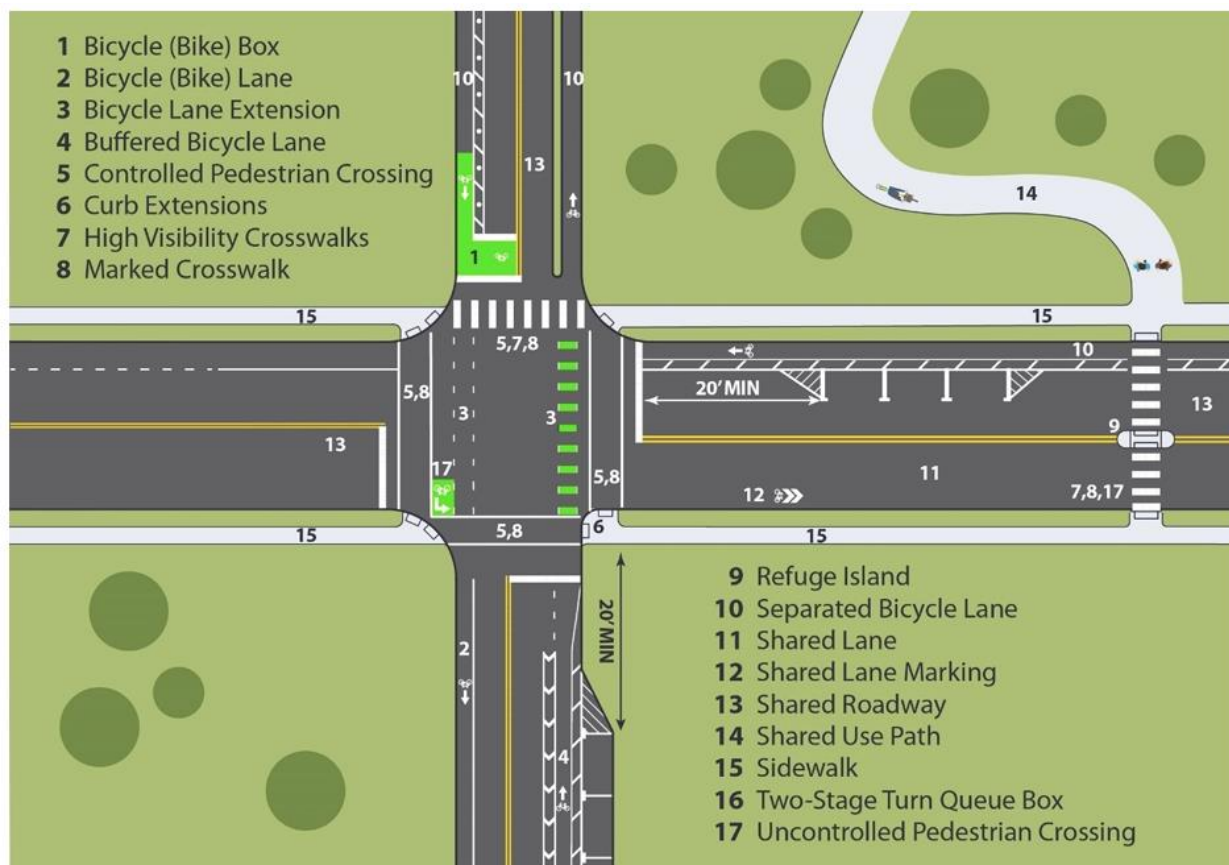


Appendix 1: Definitions



- Accessible – able to be reached or used by people of all levels of abilities; often used to describe a facility that is, at a minimum, compliant with the Americans with Disabilities Act (ADA)
- Accessible Pedestrian Signal (APS) – a device that communicates information about pedestrian signal timing in a nonvisual format including audible tones, verbal messages, and/or vibrotactile information
- Active Transportation – an umbrella term for all the ways people can get around in an active manner, such as walking, biking, using mobility assistance devices (such as wheelchairs and scooters), in-line skating, skateboarding, and more
- Americans with Disabilities Act of 1990 (ADA) - the Americans with Disabilities Act (ADA) is a comprehensive federal statute that prohibits discrimination against people with disabilities and requires equal opportunity in the areas of employment, transportation, state and local services, programs and activities, public accommodations and communications; federal standards provide guidance on accessible routes, curb ramps,

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transit shelters, and other elements of the built environment; for more info, visit www.ada.gov/index.html

- Americans with Disabilities Act Accessibility Guidelines (ADAAG) – provides scoping and technical specifications for new construction and alterations undertaken by entities covered by the ADA
- Annual Average Daily Traffic (AADT) – the total volume of traffic passing a point or segment of a highway facility in both directions for one year divided by the number of days in the year
- Approach – section of the accessible route that flanks the landing of a curb ramp; may be slightly graded if the landing level is below the elevation of the adjoining sidewalk
- Arterial – streets that serve primarily through traffic and provide access to abutting properties as a secondary function; see Principal Arterial and Minor Arterial
- Average Daily Traffic (ADT) – the average 24-hour volume of traffic passing a point or segment of a highway in both directions
- Barrier – some kind of obstacle that prevents movement or access via active transportation; natural barriers could be lakes, rivers, or mountains, while unnatural barriers could be highways, walls, or fences
- Bicycle – a pedal-powered vehicle upon which the human operator sits; includes three- and four-wheeled human-powered vehicles, but not tricycles for children
- Bicycle Boulevard – a street segment, or series of contiguous street segments, that has been modified to accommodate through cycle traffic and minimize through motor traffic
- Bicycle (Bike) Box – a defined and/or colored area at a signalized intersection provided for cyclists to pull in front of waiting traffic; intended to reduce car-cycle conflicts, particularly involving right-turning movements across the path of a bicyclist, and to increase cyclist visibility
- Bicycle Facilities – a general term denoting improvements and provisions to accommodate or encourage cycling, including parking and storage facilities, and shared roadways not specifically defined for bicycle use
- Bicycle Lane or Cycle Lane – a portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs; intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane
- Bicycle Level of Service (BLOS) – a model used to estimate cyclists' average perception of the quality of service of a section of roadway between two intersections
- Bicycle Locker or Cycle Locker – a secure, lockable container used for individual cycle storage

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- Bicycle Network - a system of bikeways designated by the jurisdiction having authority; may include cycle lanes, cycle routes, shared use paths, and other identifiable bicycle facilities
- Bicycle (Bike) Path – a facility that is intended for the exclusive use by bicyclists, where a separate, parallel path is provided for pedestrians and other wheeled users; most pathways are shared between cyclists and other uses (see Shared Use Path)
- Bicycle Rack or Bike Rack – a stationary fixture to which a cycle can be securely attached
- Bicycle Route or Bike Route – a roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with Bike Route signs, along which cycle guide signs may provide directional and distance information; signs that provide directional, distance, and destination information for cyclists do not necessarily establish a cycle route
- Bicycle Wheel Channel – a channel installed along the side of a stairway to facilitate walking a cycle up or down the stairs
- Bikeway – any type of cycle facility, including paths in separate rights-of-way and on-street bikeways; includes cycle lanes, paved shoulders, signed bike routes, and side paths; regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes
- Bikeshare – a service made available by public or private entities where individuals may access shared bicycles on a short-term basis for a price or for free
- Buffered Cycle Lane – cycle lanes with a painted buffer to increase lateral separation between cyclists and motor vehicles
- Bus/Bikeway – a marked lane for exclusive use by buses and cyclists; may also be referred to as a bus/cycle lane
- Capital Improvement Program (CIP) – a short-range plan that identifies and plans for capital projects and related financing options
- Collector – surface street providing land access and traffic circulation within residential, commercial, and industrial areas; gathers traffic from Local Roads and funnels them to the Arterial network
- Commercial Facility – a facility that is intended for nonresidential use by private entities and whose operation brings about commerce
- Complete Streets - roadways that are designed to provide safe and convenient travel along and across streets for all users, including pedestrians, cyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles, and people of all ages and abilities, including children, older adults, and individuals with disabilities
- Contraflow Bicycle Lane – a cycle lane that allows cyclists to travel the opposite direction of motor vehicle traffic on a one-way street

Appendix 1: Definitions

- Controlled Pedestrian Crossing – a pedestrian crossing where motorists are required to stop by either a STOP sign, traffic signal, or other traffic control device
- Crash Modification Factor (CMF) – a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure; if available, calibrated or locally developed State estimates may provide a better estimate of effects for the State
- Crash Reduction Factor (CRF) – the percentage crash reduction that might be expected after implementing a given countermeasure at a specific site
- Cross Slope – the slope measured perpendicular to the direction of travel
- Crossing Island – pedestrian refuge within the right-of-way and traffic lanes of a highway or street
- Crosswalk – that part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line, or in the absence of curbs from the edges of the roadway, or in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline; also, any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface
- Curb Extension – a roadway edge treatment where the curb line and sidewalk protrude out toward the middle of the roadway to narrow the width of the street in order to create safer and shorter crossing distances for pedestrians while increasing the available space for street furniture, benches, plantings, and trees; sometimes called “bulb outs” or “neckdowns”
- Curb Ramp – a combined ramp and landing to accomplish a change in level at a curb; provides street and sidewalk access to pedestrians using wheelchairs
- Cyclist (Bicyclist, Rider or Cycle Rider) – a person who is riding a bicycle or other cycle type
- Detectable Warning – standardized surface feature built in, or applied to, walking surfaces or other elements to warn pedestrians with vision impairments of hazards on a sidewalk and or loading platform, such as the curb line or drop-off
- Diagonal Curb Ramp – curb ramp positioned at the apex of the curb radius at an intersection, bisecting the corner angle
- Drainage Inlet – site where water runoff from the street or sidewalk enters the storm drain system; the openings to drainage inlets are typically covered by a grate or other perforated surface to protect pedestrians
- Driveway Crossing – extension of sidewalk across a driveway that meets the requirements of ADAAG
- Feasible – capable of being accomplished with a reasonable amount of effort, cost, or other hardship; regarding ADA compliance, feasibility is determined case-by-case.

Appendix 1: Definitions

- FHWA – Federal Highway Administration
- Flare – sloped surface that flanks a curb ramp and provides a graded transition between the ramp and the sidewalk; flares bridge differences in elevation and are intended to prevent ambulatory pedestrians from tripping; not considered part of the accessible route
- Freeways and Expressways – look very similar to Interstates; have directional travel lanes usually separated by some type of physical barrier; access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections; designed and constructed to maximize their mobility function; abutting land uses are not directly served; principal arterial
- Gap – either (1) a break in continuity of infrastructure (such as a section of sidewalk that is missing between two other segments of sidewalks) or (2) a break in the flow of vehicular traffic, sufficiently long enough for a pedestrian to cross to the other side of the street or to a place of refuge
- Grade – the slope parallel to the direction of travel that is calculated by dividing the vertical change in elevation by the horizontal distance covered, measured in percent
- Grate – a framework of latticed or parallel bars that prevents large objects from falling through a drainage inlet but permits water and some sediment to fall through the slots; wheelchair casters and tires of road cycles can get caught in poorly placed grate openings
- Grade-Separated Crossing – a facility such as overpass, underpass, skywalk, or tunnel that allows pedestrians and motor vehicles to cross each other at different levels
- Guide strip – some type of raised material with grooves that pedestrians with vision impairments use for cane directional cues; for example, guide strips may be used by pedestrians with vision impairments to navigate a crosswalk, track to an emergency exit, or access the door of a light rail system
- Gutter – trough or dip used for drainage purposes that runs along the edge of the street and curb or curb ramp
- Hearing Impairment – condition of partial or total deafness
- High Visibility Crosswalk – a pedestrian crossing location marked by patterns such as wide longitudinal lines parallel to the flow of traffic as described by the Manual on Uniform Traffic Control Devices (MUTCD)
- Highway – a general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way
- Highway Safety Improvement Program (HSIP) – a Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land; requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance

Appendix 1: Definitions

- Independent Right-of-Way – a general term denoting right-of-way outside the boundaries of a conventional highway
- Infrastructure – any type of physical treatment or facility designed to be used by active transportation modes (biking, walking, skateboarding, using a wheelchair, riding a scooter); examples could be linear, such as sidewalks, trails, or on-street bikeways, or they could be at specific locations, such as curb extensions, pedestrian crossing islands, or marked crosswalks
- Intermodalism – a transportation policy that promotes full development of multiple alternative modes of travel, and encourages the optimization of mode or combination of modes for travel mobility, efficiency, sustainability, economy, and environmental health; the availability, effectiveness, and safety of pedestrian facilities contribute to the achievement of intermodalism
- Intersection – area where two or more pathways or roadways meet
- Interstate – the highest classification of arterials; designed and constructed with mobility and long-distance travel in mind; officially designated by the US Secretary of Transportation and are considered principal arterials
- Kinesthetic – sensory experience derived from the movement of the body or limbs
- Landing – level area of sidewalk at the top or bottom of a ramp
- Local Road – road that serves individual residences or businesses, and/or distributes traffic within a given urban or rural area; not intended for use in long distance travel, except at the origin or destination of the trip; often designed to discourage through traffic
- Locator Tone – a repeating sound informs approaching pedestrians that they are required to push a button to actuate the pedestrian signal; this tone enables pedestrians with vision impairments to locate the pushbutton
- Loop Detector - an inductive (wire) loop embedded in the pavement that detects the presence of a vehicle at a signalized intersection to activate a signal change. Diagonal quadruple loops typically provide the best cycle detection
- Marked Crosswalk – a pedestrian crossing that is delineated by crosswalk pavement markings in accordance with the MUTCD
- Median Island – an island in the center of a road that physically separates the directional flow of traffic and can provide pedestrians with a place of refuge and reduce the crossing distance between safety points
- Micromobility – transportation over short distances provided by lightweight, usually single-person vehicles (such as cycles and scooters)
- Mid-Block Crossing – designated crosswalks away from an established intersection provided to facilitate crossings at places where there is a significant pedestrian desire line such as bus stops, parks, and building entrances

Appendix 1: Definitions

- Minimum Clearance Width – the narrowest point on a sidewalk or trail; created when obstacles, such as utility poles or tree roots, protrude into the sidewalk and reduce the design width
- Minor Arterial – provides service for trips of moderate length; serves geographic areas that are smaller than Principal Arterials; offers connectivity to Principal Arterials; provides intra-community continuity
- Mobility – the potential for movement and the ability to get from one place to another using one or more modes of transport to meet daily needs. As such, it differs from accessibility, which refers to the ability to access or reach a desired service or activity
- Mode Split – the percentage of travelers using a particular type of transportation (e.g., driving, biking, walking, transit)
- Multimodal - transportation and land use planning that considers diverse transportation options, typically including walking, cycling, public transit and automobile, and accounts for land use factors that affect accessibility
- National Bike Routes – a national network of cycle routes that may span multiple States or have national or regional significance
- Network –the system of active transportation infrastructure that are connected to enable access to a wide variety of destinations
- New Construction – project where an entirely new facility will be built from the ground up
- Obstacle – an object that limits the horizontal or vertical passage space, by protruding into the circulation route and reducing the clearance width of a sidewalk
- Off-Road Accommodation - a facility that is separate from the roadway used by motor vehicles; may parallel a roadway or may be separate from a road on an independent alignment; can be separated from pedestrian traffic (bicycle path) or shared with pedestrian traffic (shared use path)
- On-Road Accommodation - a facility that is part of the roadway or traveled way that is typically used by cyclists and/or motor vehicles such as a wide curb lane, bicycle lane, or bikeable shoulder
- Other Principal Arterial – serve major centers of metropolitan areas, provide a high degree of mobility, and can also provide mobility through rural areas; abutting land uses can be served directly
- Parallel Curb Ramp – curb ramp design where the sidewalk slopes down on either side of a landing; require users to turn before entering the street
- Parking Restriction – parking restrictions can include the removal of parking space markings, or the installation of new signs and/or markings that prohibit parking in specific areas
- Passing Space – section of path or sidewalk wide enough to allow two wheelchair users to pass one another or travel abreast

Appendix 1: Definitions

- Path or Pathway – track or route along which pedestrians are intended to travel
- Paved Shoulder - the portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of sub-base, base, and surface courses; use by cyclists may be allowed or prohibited based upon specific State and local laws
- Pavement Markings – markings used to convey messages to roadway (or shared use path) users; they indicate which part of the road to use, provide information about conditions ahead, and indicate where passing is allowed
- Pedestrian – any person afoot or using a wheelchair (manual or motorized) or means of conveyance (other than a bicycle) propelled by human power, such as skates or a skateboard
- Pedestrian-Access Route – a continuous, unobstructed path connecting all accessible elements of a pedestrian system that meets the requirements of ADAAG
- Pedestrian-Actuated Traffic Control – pushbutton or other control operated by pedestrians designed to interrupt the prevailing signal cycle to permit pedestrians to cross a signalized intersection or midblock crossing
- Pedestrian Hybrid Beacon (PHB) – a traffic control device with a face that consists of two red lenses above a single yellow lens; unlike a traffic signal, the PHB rests in the dark until a pedestrian activates it via a pushbutton or other form of detection; PHBs are also known as “HAWK” beacons, which is an acronym for High-intensity Activated crossWalk Beacons.
- Performance Measure – a metric used to determine progress or setbacks toward achieving a specific goal and objective; usually tracked regularly (e.g., annually) to understand trends
- Perpendicular Curb Ramp – curb ramp design where the ramp path is perpendicular to the edge of the curb
- Placemaking - creating places with a focus on transforming public spaces to strengthen the connections between people and these places; a process centered on people and their needs, aspirations, desires, and visions, which relies strongly on community participation
- Principal Arterial – Interstate, Freeways and Expressways, and Other Principal Arterials
- Protected Intersection – modeled after Dutch intersection design, a protected intersection brings physical protection as cyclists ride through the crossing; has four main elements: (1) a corner refuge island, (2) a forward stop bar for cyclists, (3) a setback cycle and pedestrian crossing, and (4) a bicycle-friendly signal phasing
- Public Right of Way Accessibility Guidelines (PROWAG) – guidelines from the U.S. Access Board to inform federal, state, and local government agencies on how to make their pedestrian facilities, such as sidewalk, crosswalk, shared use paths, and on-street parking, accessible to people with disabilities

Appendix 1: Definitions

- Rail-Trail – a shared use path, either paved or unpaved, built within the right-of-way of a former railroad
- Rail-with-Trail – a shared use path, either paved or unpaved, built within the right-of-way of an active railroad
- Raised Crosswalk – traffic calming treatment at a pedestrian crossing or crosswalk that raises the entire wheelbase of a vehicle to the level of the sidewalk and spans the entire width of the roadway to encourage motorists to reduce speed; often placed at midblock crossing locations to reinforce pedestrian priority to drivers
- Ramp – sloped transition between two elevation levels
- Rectangular Rapid-Flashing Beacon (RRFB) – RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks; the device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated; RRFBs are placed on both ends of a crosswalk; if the crosswalk contains a pedestrian refuge island or other type of median, an RRFB should be placed to the right of the crosswalk and on the median (instead of the left side of the crosswalk); the flashing pattern is pedestrian-activated by pushbuttons or automated detection and is unlit when not activated
- Recumbent Bicycle - a bicycle with pedals at roughly the same level as the seat where the operator is seated in a reclined position with their back supported
- Refuge Island – space within a curbed median or channelizing island where pedestrians can wait to continue crossing a roadway; sometimes referred to as a crossing island or pedestrian island
- Right-of-Way – real property rights (whether by fee-simple ownership, by easement, or by other agreement) acquired across land for a public purpose
- Right of Way (Assignment) – the right of one driver or pedestrian to proceed in a lawful manner in preference to another driver or pedestrian
- Road Diet – a roadway reconfiguration that can result in a reduction in the number or width of travel lanes; the space gained is typically put to other uses and travel modes
- Road Safety Assessment/Audit (RSA) – the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team; it qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users
- Roadway – the portion of the highway, including shoulders, intended for vehicular use
- Roundabout – a type of circular intersection that provides yield control to all entering vehicles and features channelized approaches and geometry to encourage reduced travel speeds through the circular roadway
- Rumble Strips – a textured or grooved pavement treatment designed to create noise and vibration to alert motorists of a need to change their path or speed; longitudinal rumble

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strips are sometimes used on or along shoulders or center lines of highways to alert motorists who stray from the appropriate traveled way; transverse rumble strips are placed on the roadway surface in the travel lane, perpendicular to the direction of travel

- Rural – areas outside the boundaries of urban areas
- Separated Bicycle (Bike) Lane – one- or two-way bikeway that combines the user experience of a side path with the on-street infrastructure of a conventional cycle lane; physically separated from both motor vehicle and pedestrian traffic with a vertical element (curbs, flex posts, or on-street parking)
- Shared Lane – a lane of a traveled way that is open to both cycle and motor vehicle travel; a narrow travel lane (less than 14 feet) does not allow cyclists and motorists to travel side-by-side; a wide curb lane (at least 14 feet) allows cyclists to travel side-by-side within the same traffic lane
- Shared Lane Marking (or “sharrows”) – pavement marking symbols that assist cyclists with lateral positioning in lanes and that denote shared cycle and motor vehicle travel lanes
- Shared Roadway – a roadway that is open to both cycle and motor vehicle travel; any existing street where cycles are not prohibited
- Shared Use Path (also commonly referred to as trails, greenways, or multi-use paths) – paths designed for and generally used by cyclists, pedestrians, and other non-motorized users; physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way; most shared use paths are designed for two-way travel
- Shoulder – the portion of the roadway contiguous with the traveled way that accommodates stopped vehicles, emergency use, and lateral support of subbase, base, and surface courses; paved shoulders are often used by cyclists
- Shy Distance – area along sidewalk closest to buildings, retaining walls, curbs, and fences generally avoided by pedestrians
- Side path – a shared use path located immediately adjacent and parallel to a roadway; physically separated from the travel lanes using elements such as a curb, flex post, or on-street parking; designed to support and encourage pedestrian use where an on-road cycle facility, like a separated bicycle lane, exists
- Sidewalk – a paved pathway paralleling a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians
- Sight Distance – the length of roadway visible to a driver or pedestrian; the distance a person can see along an unobstructed line of sight
- Signed Shared Roadway (Signed Bike Route) – a shared roadway that has been designated by signing as a preferred route for bicycle use
- Sloping Curb – a curb with a sloping face, usually on the order of 30-to-45 degrees from vertical, that can be traversed in emergency situations

Appendix 1: Definitions

- Speed Management - a set of measures to limit the negative effects of excessive and inappropriate speeds
- Suburban – built up area surrounding a core urban area
- Tactile Warning – change in surface condition providing a tactile cue to alert pedestrians with vision impairments of a potentially hazardous situation
- Touch Technique – environmental scanning method in which a blind person arcs a cane from side to side and touches points outside both shoulders; used primarily in unfamiliar or changing environments, such as on sidewalks and streets
- Toward Zero Deaths (TZD) – a traffic safety framework that seeks to eliminate highway fatalities by engaging diverse safety partners and technology to address traffic safety culture
- Traffic Calming – a strategy to slow the speed of motor vehicle traffic to a “desired speed” by incorporating physical features, such as chicanes, mini traffic circles, speed humps, and curb extensions.
- Transportation Agency - Federal, state, or local government entity responsible for planning and designing transportation systems and facilities for a particular jurisdiction
- Transportation Demand Management (TDM) – a set of strategies aimed at maximizing traveler choices; providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel, and mode to improve travel reliability
- Traveled Way – the portion of the roadway intended for the movement of vehicles, exclusive of shoulders, bike lanes, and sidewalks immediately inside of the shoulder
- Truncated Domes – small domes with flattened tops used as tactile warning at transit platforms and at other locations where a tactile warning is needed
- Two-Stage Turn Queue Boxes – designated areas in an intersection that provide a safe way to make left turns at from a right-side cycle lane, or right turns from a left side bike lane
- Uncontrolled Pedestrian Crossing – an established pedestrian crossing that does not include a traffic signal, pedestrian hybrid beacon, or STOP sign to require that motor vehicles stop before entering the crosswalk
- Unpaved Path – a path not surfaced with a hard, durable surface such as asphalt or Portland cement concrete
- Urban – places within boundaries set by state and local officials, having a population of 5,000 or more; often densely populated and containing a high density of built structures
- U.S. Access Board (United States Architectural and Transportation Barriers Compliance Board) – independent Federal agency responsible for developing Federal accessibility guidelines under the ADA and other laws
- Vehicle Queue – a line of stopped vehicles in a single travel lane, commonly caused by traffic control at an intersection

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- Vertical Clearance – minimum unobstructed vertical passage space required along a sidewalk or trail; often limited by obstacles such as building overhangs, tree branches, signs, and awnings
- Vertical Curb – a steep-faced curb, designed with the intention of discouraging vehicles from leaving the roadway
- Vibrotactile Pedestrian Device – device that communicates information about pedestrian timing through a vibrating surface by touch
- Vision Impairment – loss or partial loss of vision
- Vision Zero – similar to TZD, a vision to eliminate traffic fatalities and serious injuries within the transportation system; employs comprehensive strategies to address roadway design, traffic behavior, and law enforcement
- Visual Warning – use of contrasts in surface to indicate a change in environment, as at a curb ramp where the sidewalk changes to the street
- Vulnerable Road User (VRU) – anyone walking, biking, or rolling by non-motorized forms of transportation on public roads
- Walk Interval – traffic signal phase in which the WALKING PERSON (symbolizing WALK) signal indication is displayed
- Walkable – an area or a route that is suitable or safe for walking
- Walking – an inclusive term that includes both ambulatory and non-ambulatory modes; encompasses all forms of mobility devices, including using a wheelchair, cane, walker, or other mobility device that allows the user to travel at human speed
- Wayfinding – a system of directional signs or audible or tactile elements along streets or paths that assist people in finding major destinations; can be designed specifically for drivers, cyclists, or pedestrians
- Width, Sidewalk – total width of a sidewalk including obstructions and beginning at the edge of a roadway to the side of a building; *clear width* is the portion of sidewalk that excludes obstructions and any attached curb; *effective width* is the portion of clear width that excludes any shy distances
- Woonerf – a common space to be shared by pedestrians, cyclists, and low-speed motor vehicles; usually narrow streets without curbs and sidewalks; plantings, street furniture, and other obstacles are placed so as to discourage and inhibit through traffic movements